\$7,000,000 Sent in To-day's Liners and More Sure to Go on Tuesday-Some Firms Couldn't Be Accommodated Shippers May Have to Take Coin.

Several millions more of gold will be sent to Europe on Tuesday. When this lot has passed outside Sandy Hook there will remain but \$2,000,000 of gold bars in the Assay

The present movement of gold to Europe on account of the Japanese loan and for other reasons has reduced Supt. Mason's for before the sailing of Tuesday's steamers,

Mr. Mason said last night, however, that his gold bar factory in the rear end of the Assay Office was working full time and that he would have something like \$5,000,000 more ready for a summer sail within a few days, should anybody desire to ship. The applications yesterday for gold to be shipped on Tuesday amounted o \$7,000,000. The applications were:

J. P. Morgan & Co., \$2,500,000; National ity Bank, \$2,000,000; Heidelbach, Ickelheimer Co., \$1,500,000; Goldman, Sachs & Co. (suposedly), \$1,000,000.

Wall Street report had it that the \$1,000,000 had been applied for by Goldman, Sachs & Co. but there was no verification for the rumor. At the Assay Office it was said that the shipper of this consignment did not

are to have his name mentioned.
It was said late yesterday afternoon that It was said late yesterday afternoon that there were at least three banking houses in Wall Street which desired gold for shipment to-day, but which could not be accommodated on account of the scarcity of gold bars. Should there be a continued demand next week for gold for shipment abroad, the shippers will have to take coin leasted of bars.

instead of bars.

Bankers do not like to ship coin, chiefly because the shipper must accept the coin at its face value, irrespective of abrasion, unless the abrasion makes a loss of ½ of 1 per cent. in the weight of the coin. If, therefore, a shipper should get from the Sub-Treasury a considerable number of coins on which the abrasion loss was, say, 1 per cent., and the coin shipment be large, the shipper would sustain serious loss

It was learned vesterday that there is at It was learned yesterday that there is at the Sub-Treasury now \$141,000,000 of double eagles that are available for shipment. Of this amount there is a large quantity of new coins, but Assistant Treasurer Fish feels that it would not be fair to issue these new coins to some shippers and not to others. Therefore, he let it be known yesterday that, in the event of shipments in coin being necessary, it would be a case of first come first served and the shippers would have to take the double eagles as they came. The standard fineness of these coins is .990. Most of the gold bars exported so far, have had a fineness of .994.

when Supt. Mason was asked what would happen after he had turned the \$5,000,000 which he has on hand into gold bars, he

replied:
"Oh, I don't think any one need to borrow
"Oh, I don't think any one need to borrow

on, I don't timk any one need to borrow any trouble about that. We are making gold bars all the while and have been doing so for a number of years."

The American liner St. Paul will carry a large gold shipment this morning and it is presumed that the Cunard liner sailing to-day will also carry a considerable amount of gold. It was understood that I.P. of gold. It was understood that J. P. Morgan & Co.'s \$2,500,000 would be shipped on the St. Paul.

JAPAN SENDS \$2,250,000 GOLD. Same Vessel Brings Secretary Shaw's Son

and a Tale of His Heroism. SAN FRANCISCO, May 13 .- The steamer Doric arrived from the Orient to-day with \$2,250,000 in gold from Japan. On board was Earl B. Shaw, son of the Secretary of the Treasury, who went to the Far East some time ago on a pleasure trip. C. A. Willard, Justice of the Philippine Supreme Court, and Judge F. C. Waite, a Manila jurist, also were on the vessel.

OLD CORBIN SITE SOLD. Gain in Value of a Fifth Avenue Plot of

\$50,000 in a Year. The site formerly occupied by the Corbin mansion at the northeast corner of Fifth avenue and Thirty-eighth street has been sold by the United States Realty and Construction Company to Charles F. and William M. V. Hoffman. The price is said to have been \$800,000 cash. A year ago the property was valued at \$750,000 in a stateent of its financial condition issued by the seller. That figure was generally crit-

rised as too high.

The property has a frontage of 61 feet on the avenue and 125 on the street, and contains 8,560 square feet. It is leased for 21 years to Siebrecht & Son, the florists, who have improved it with a five story business building. The dwelling house which originally occupied the site bewhich originally occupied the site be-longed to James Gordon Bennett before it became the property of Austin Corbin. The sale, subject to the lease, was put through by Holdridge, Dennis & Preston.

TRUST COMPANY CUTS INTEREST. Wall Street Wondering If the Windsor Example Will Be Followed.

Wall Street was interested in the puncement made vesterday that the Windsor Trust Company, whose offices are in the Windsor Arcade on the site of the old Windsor Hotel, had decided to reduce its rate of interest on deposits to 2 per cent. Trust companies generally have been considering for some time a reduction of the interest rate on deposits, but the Windsor Trust Company is the first to take action. Wall Street was wondering yesterday whether other trust companies would follow the example. follow the example.

WABASH BONDHOLDERS UNEASY.

the Road, With a View to Interest.

An officer of the Mercantile Trust Company announced yesterday that certain holders of Wabash debenture B bonds had asked the company to take some action against the Wabash company looking to an accounting of the gross and net earnings of the road covered by the mortgage under-lying the bonds. The holders of these bonds have not received any interest for some time. The Mercantile Trust Company has time. The Mercantile Trust Company referred the matter to its counsel and will be guided by his advice.

Nen Haven Railroad Report Decrease.

NEW HAVEN, May 13 .- The report, issued his afternoon, of the New York, New Haven and Hartford Railroad Company for the quarter ended March 31, 1904, shows gross earnings of \$10,605,281, a decrease of \$272,891 as compared with the corresponding quarter of 1903. The operating ex-penses were \$8,628,617 a decrease of \$124,831. The net carnings from operation wer \$1,976,663; a decrease of \$145,059. Incom from other sources than operation decreased \$17,661, interest, rentals and taxes decreased \$15,661, interest, rentals and taxes decreased \$15,464. The net income from all sources for the quarter ended March 31, 1904 was \$115,473, a decrease of \$10,256 as compared with the same quarter of 1903.

FINANCIAL NOTES.

Forecasts of the weekly bank statement which were printed in Wall Street yesterday pointed to a cash loss by the banks of between \$3,000,000 and \$5,000,000. Heavy receipts of currency from the interior are still a factor in offsetting gold shipments, which so far this week have amounted to over \$12,000,000.

GOSSIP OF WALL STREET. Several Stock Exchange firms which had suspected for some time of distributing large selling orders in the market, acting for certain prominent capitalists arrayed on the bear side of stocks, figured promiconspicuous example of this was the heavy

nently in yesterday's transactions, selling stocks openly and without any pretence of disguising what they were about. The most selling of Steel common and other stocks by George P. Butler & Bro., who have been reported at various times in the last few weeks as heavy sellers of Steel preferred and the general market through other brokers. selling yesterday attracted a good deal of attention, and the open manner in which it was done led some to think it was intended to attract attention, or rather to divert attention from operations of another character elsewhere in the list. In Steel commo stock of gold bars at the Assay Office to stock of gold bars at the Assay Office to 15,000 shares, according to reports made alone it amounted to between 10,000 and

about the lowest point it has reached in from the floor, and as the total transactions years. It is more than probable that the remaining \$2,000,000 of bars will be applied one firm did practically one-half of all the selling. The same house sold Pennsylvania which will leave the Assay Office without and New York Central, also openly. When houses that have been selling stocks quietly for several weeks come into the open and begin to invite notice to what they are doing, traders are prone to infer that the principals for whom they are acting are cleaning up on the short side. The same would be inferred from corresponding tactics on the long

> It is considered that Union Pacific holds remarkably well. It shows a decline of 7 points from the recent high price after a perpendicular advance of 20, and brokers who have been watching it say that the buying on all recessions seems to be of an excellent character.

Two very powerful and closely related groups of capitalists are understood to have been at variance in their views on the market at the time of the advance following the Northern Securities decision, and since the culmination of that movement the group that was opposed to the rise it is believed has had its fling at the market, the other group standing quietly by. It is said that there was no hostility on the part of either group to the operations of the other. The statement was made yesterday on what may be taken as very excellent authority that the group which did not sympathize with the recent advance is now much less Northern Securities decision, and has covered up a big line of short stocks. It is noticeable that the talk emanating from quarters related to this group is not as pessimistic as was the case only a few days ago.

There was reported from the floor yesterday forence a feeling on the part of active traders against selling the railroad list, partly because there was evidently a too numerous company on the short side of the market and partly because the formidable demon-stration made by the bear contingent on Thursday had not precipitated any important liquidation of rallroad stocks. The extreme weakness of the Steel stocks, however, restrained operations on the long side.

The opening of Steel preferred yesterday morning was watched with a good deal of interest. The expectation was that there would appear for execution "at the market" an accumulation of outside selling orders, the break in Thursday's session and the prevalence of extremely bearish talk not only on the Steel stocks but on the condition of the trade naturally being calculated to frighten a timid public interest. Much to the surprise of those who felt concern on this point, there was not as much as 1,000 shares of stock for sale on the opening "at the mar-ket," seeing which, the floor crowd was inclined to cover its short contracts. On buy-ing for the short account the stock rallied nearly 1 per cent. George P. Butler & Bro. were reported during the forenoon as prominent buyers. It was later that they appeared as heavy sellers of the common stock down to 814. Even while the preferred stock was rallying in the early forenoon the common was being offered down industriously by traders and others, and they encountered very little resistance. From 9% to 8% only 500 shares of stock were sold, and later the price broke from 8½ to 8½ on one sale of 100 shares. W. T. Hyde was again conspicuous as a seller of the stock, offering it down by eighths all day. The extreme low price for the day was 834, which was also a new low record price. In the afternoon a fresh as-sault was made on the preferred stock, Gates & Co. selling it heavily and openly. On this fresh weakness the price declined to 5114. Court Justice O'Gorman yesterday for a which is the lowest point that has yet been reached on this decline. The low record

for the preferred is 49%.

The heavy selling of United States Steel more mental speculation than operation on a larger scale in the preferred stock. The possibilities of the short side of a stock selling under \$10 a share are obviously limited, and it seems strange that there should be a fresh outburst of liquidation on this level after the big holders of the stock had carried it down so far. It is recalled that the charter of the United States Steel Corporation gives it the authority to purchase and retire its own securities. A prominent board member, writing for one of the leading commishouses, speculates on the subject as follows: "For some time past it has been maintained by the advocates of higher prices that Steel preferred was being steadily sold by the bears and that the decline in prices was due to their operations and not to any unfavorable features in the steel trade. The outpouring of Steel common to-day comoletely upset this theory. It is absurd to think for a moment that anyone would have the temerity to sell Steel common short at these prices. Further, it is well known that whereas some two years ago commission houses in Wall Street were carrying heavy lines of Steel common, at present the Steel common held by these houses has been re-duced to almost insignificant proportions. It is, therefore, possible to arrive at but one conclusion, and that is that important interests who are in a position to have accurate knowledge of the affairs of the Steel corporation, have been selling their holdings of Steel common on account of the extremely st. Paul. Southampton... 6 00 A M unfavorable outlook that confronts the com pany.

Some think it would be more interesting to know who is buying Steel common than to know who is selling it. Every share that is sold is also bought. One theory is that a big bear crowd in the preferred has been depressing the common in order to facili-tate covering of short contracts in the for-

It is argued by bears on Steel preferred that the price at which the stock, as a 7 per cent, dividend 'payer, is selling is evidence enough that the present dividend rate is not to be maintained. Several months ago, however, the stock sold as low as 49%, and the dividend has not yet been reduced.

There was an active borrowing demand for stocks in the loan department yesterday forenoon for delivery on Thursday's con-tracts. Steel preferred, Pennsylvania and Atchison were the stocks in most demand. The average loaning rate was 11/2 per cent. The average money rate yesterday was 2 per cent. There was also reported an active demand for Consolidated Gas at 1 per cent.

The fluctuations of Consolidated Gas yesterday were tame by comparison with its gyrations in two preceding sessions. The stock declined to 206% under active selling on the opening by H. Content, Ellingwood & Cunningham, J. H. Davis & Co. and Chauncey & Co. Yates, Ritchie & Pope were buyers on this recession. Later the stock rallied to 208% on buying the character of which was inscrutable. It closed at 207%, showing a fractional net loss. There is still a considera-

ble short interest in the stock. Bull tipe on Amalgamated Copper widely advertised before the opening of the market, and they were made good. stock had a 2-point advance from 49, and closed within % per cent. of the high point, showing a net advance for the day of 1% points. At 50 the bull crowd took no less than 10,000 shares of stock. After

this 50 stock had been cleaned up Content was reported to be bidding 50% for any part of 10,000 shares. The buying orders were dis-tributed among houses whose execution of them could hardly fall to attract attention. Some of the most prominent firms on the board bought and bid the stock up. This movement in Amalgamated Copper strongly resembles that which culminated at 52 a few weeks ago, the stock afterward reacting to the level on which this advance started. Jacob Field was largely responsible for that manipulation, and some think this demonstration is also of his making. Such operations are feasible only because of the market conditions created by the steady absorption of the stock that has been in progress for several months.

CANADIAN RAILWAY CHANGES. Canada Atlantic Becomes Part of the

Canadian Northern System. HALIFAX, N. S., May 13 .- The sale yesterday of the Canada Atlantic Railway to Mackenzie & Mann, owners of the Canadian Northern system, and the purchase of the Canada Eastern Railway by the Dominion Government, to be operated as part of the Intercolonial Railway system, are events of great importance to the maritime prov-

With the Canada Atlantic as part of the Canadian Northern, the Intercolonial, by a short extension from Montreal to Coteau Junction, will gain connection with a transcontinental line. The acquisition of the 140 miles of the Canada Eastern Railway, running from Chatham Junction, on the Intercolonial Railway, to Fredericton, there connecting with the Canadian Pacific, will give maritime shippers a short cut to the American markets. American markets.

POUSLAND & CO. BANKRUPT. Boston Firm Files Voluntary Petition

-Liabilities, \$111.908; Assets, \$483. BOSTON, May 13.-William E. Stowe of Belmont and George H. Pousland of Salem, of the firm of Pousland & Co., commission merchants of this city, to-day filed a voluntary petition in bankruptcy in the District Court. The liabilities are scheduled at \$111,908; assets, \$483.25. The firm is one of the oldest and best known concerns

of the oldest and best and best in Boston.

Mr. Stowe is trustee for the estate of the late Edward Whitney, founder of the firm, and he filed individual schedules showing liabilities of \$304,766.

NEW CITY HOSPITALS HEAD. Dr. Spratting Is Chosen Superintendent of

Bellevue and Allied Institutions. Dr. Willard P. Spratling, superintendentof the Craig Colony for Epileptics at Sonyea, near Rochester, N. Y., was chosen superintendent of Bellevue and Allied Hospitals at a meeting of the board of trustees yesterday afternoon. He succeeds Dr. William Mabon, who was recently appointed president of the State Commission in Lunacy. Much influence was exerted in behalf of Assistant Superintendent Michael J.

at vesterday's meeting voted for him. Dr. Spratling is a native of Alabama. He studied medicine at Vanderbilt University for one year and received his degree from the College of Physicians and Surgeons in Baltimore in 1886. He became assistant resident physician of the Maternity Hospital there and later spent four years as assistant resident physician of the Morris Plains, N. J., asylum.

Rickard, who was an active candidate

for the place. Three of the seven trustees

In 1891 he came to New York and practised medicine in West Eighty-eighth street for three years, at which time he became assistant in nervous diseases to Dr. Frederick Petersen at Vanderbilt Clinic. In 1895 he took the civil service examination for the superintendency of the Craig Colony and stood first.

After visiting several European hospital colonies he took up his duties at Sonyea.

After visiting several European hospital colonies he took up his duties at Sonyea. Under his direction Craig Colony has become one of the foremost institutions of its kind in the world.

Dr. Spratling will take up his new duties as soon as he has been transferred from the State to the municipal civil service.

Fire Cantain Oswald Seeks Reinstatement. Robert Oswald, formerly a captain in the Fire Department, who was retired by Commissioner Sturgis, applied to Supreme mandamus directing Commissioner Hayes to reinstate him or so to place him that he will enjoy a captain's salary. He says that he is not disabled. Decision was reserved.

Woodbury's Snow Clearing Record. Street Cleaning Commissioner Woodbury issued a tabulated statement yesterday showing that during the winter his department had removed snow and ice from 987 miles of streets at a total cost of \$598,456. The snowfall for the season was

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY, Sun rises.4:45 Sun sets.......7:08 Moon rises. .4:31 HIGH WATER THIS DAY, Sandy Hook .6:32 Gov I'd7:04 Hell Gate8:57 Arrived-FRIDAY, May 13

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Ss (Georgic, Liverpool, April 30.
3.	Patricia, Hamburg, April 30.
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58 1	roquois, Jacksonville, May 10.
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	ARRIVED OUT.

Ss Moltke, from New York at Plymouth. Ss Slavonia, from New York at Naples. OUTGOING BIKAMBRIPS. Sali To-day.

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ALDERMANIC BRIBERY HUNT.

COMMITTEE SUMMONS KING, OF MERCHANTS ASSOCIATION.

Gets an Opinion as to Its Power to Compel Attendance of Witnesses-They Are New Prepared to Find Out Whether Their Honor Has Been Assailed.

The self-searching committee of the Idermen appointed to seek out the truth in the charges that Aldermen are holding up the Port Chester franchise because heir demands for money were not met, held its first session yesterday in the City Hall.

It was a secret meeting and its purpose was to decide upon a plan of procedure. The committee resolved to begin the bribery hunt on Monday at 3 o'clock. Chairman Doull announced that the committee would have at least six or seven witnesses, but declined to make known their names. It was learned that one of the men who will be summoned by the committee is William F. King, chairman of the executive committee of the Merchants' Association. Mr. King said that he knows who could give interesting testimony, and the committee wants Mr. King to tell the name of this man.

As to the power of the committee to compel the attendance of witnesses, acting Corporation Counsel Connolly yester day sent this advice to Chairman Doull:

sent this advice to Chairman Doull:

I think it advisable to state to you formally that while there is no specific power anywhere given to the Board of Aldermen or a committee thereof to subpena persons not officers or employees of the city government, yet there is, under the Code of Civil Procedure, such broad and general power that I have no doubt your committee has, under the statute mentioned, ample power not only to compel the attendance of any person as a witness, together with papers, but to compel punishment of such a person who may neglect to obey your subpena.

Assistant Corporation Coursel Burn has

Assistant Corporation Counsel Burr has been assigned to aid the committee. He will examine the witnesses to be called on Monday.

At the meeting yesterday of the Board of Estimate, Comptroller Grout presented his report on the conditions that should be exacted from the Westchester company exacted from the Westchester company for the granting of the right to cross the streets of The Bronx. It was recommended that the company pay to the city for the first ten of the twenty-five years that the grant shall run an annual sum of \$8,000 and for the succeeding fifteen years an annual sum of \$16,000. From the date of the companion of the operation of an annual sum of \$16,000. From the date of the commencement of the operation of any part of the railway until the end of the first ten year's of the grant, the company is to pay an additional sum of 40 cents per linear foot per annum for each line of single track railway within the lines of all streets in use, and for the succeeding fifteen years an additional sum of 80 cents per linear foot per annum.

When the report had been read. President Haffen of The Bronx asked that it be referred to him for two weeks in order that he might consider it. Mr. Grout objected to this course, but after a discussion between Mr. Grout and Mr. Haffen it was decided to postpone action on the report

decided to postpone action on the report for two weeks.

TOWN'S MORAL UPLIFT.

Estimate Board Joilles McAdoo About It -- Why He Wants Headquarters Uptown.

Police Commissioner McAdoo explained o the Board of Estimate vesterday the reasons why he objects to putting the new Police Headquarters on the site of the old Centre Market. Mr. McAdoo said he had aken no steps to avail himself of the fund which is ready for the new building, because he was opposed to putting the building on a

"The police life of the city," said the Commissioner, "is moving upward." "That's good news," interrupted Comp-

"That's good news," interrupted Comptroller Grout, "if you mean morally."

"I suppose the improvement started on Jan. 1?" queried the Mayor.

The Commissioner smiled, but continued: "The police centre of activity is at Long Acre Square. A very elaborate and handsome building has been planned. It will be out of place in Centre street and will be seen by only a very small proportion of the city's population. The Board of Health is at Fifty-sixth street."

"And I may say," put in the Mayor, "that the Board of Health is continually complaining that it is out of the world."

"And I may say," put in the Mayor, "that the Board of Health is continually complaining that it is out of the world." the Board of Health is continually complaining that it is out of the world."

"This is no hobby or fad of mine," Mr. McAdoo went on, "and if the temper of the board is against any change of location we will go ahead; but I feel that a far less ormate building would suit the locality. The immediate surroundings are large machine shops and the anticipated changes in the condition of the locality prophesied by the Comptroller are not yet in sight."

"Why not give that site to the Street Cleaning Commissioner for a stable and corpora-

ing Commissioner for a stable and corporaion yard?" asked President Cassidy of Queens.

"How would the Sixty-ninth Regiment armory site do for the new Police Head-quarters?" suggested President Ahearn of Manhattan. of Manhattan.

"I hope some day," Mr. Grout said, "to see that site occupied by a big public building for the city departments, such as the Health and Tenement House departments."

The board took no action, but the probability is that the plans for the utilization of the Centre Market will be adhered to.

LAND FOR BRIDGE TERMINAL. Board of Estimate Authorizes Condemna

The Board of Estimate yesterday au thorized condemnation proceedings for the acquisition of the land required to increase the terminal railroad facilities at the Manhattan end of the Brooklyn Bridge. Bridge Commisioner Best has recommended that the city build a terminal station extending from the entrance to the Bridge over private property to Duane street. The plan involves the purchase of the property between the Bridge and Duane street and Centre street and Park Row.

It is estimated that the present plans for a new terminal can be carried out at an expenditure of about \$1,000,000. It was pointed out at the meeting of the Board of Estimate yesterday that the action of the board in authorizing the condemnation proceedings did not commit that body of the plane which have been suggested. of a great municipal building.

AWARDS FOR BRIDGE APPROACH. Property Owners at \$3,586,092.

The commissioners appointed to appraise the value of the properties condemned for the widening of Delancey street to 150 feet in order to provide for an approach to the Williamsburg bridge, have decided upon their awards. There are 102 parcels of property to be acquired. The commission values the lot at \$3,588,092. The individual awards appear from \$27,08222, 200 mission values the lot at \$3,586,092. The individual awards range from \$37 to \$223,200. The report will be filed with the Commissioner of Bridges, in whose office it will remain for ten days, during which time property owners must make any objections they may have to the awards. Then the report will go to the Supreme Court for confirmation.

New Firehouse in Duane Street. A new firehouse is to be built at 100 to 104 Duane street to replace the quarters of Engine 7 and Hook and Ladder 1 in City Hall Park. Plans for the new building were filed yesterday. Half of the old prownstone engine house was razed to make May 7
May 7
May 7
May 10
Towbridge & Livingston.

OCEAN STEAMERS

NFORMATION

OLD POINT COMFORT

is a most attractive trip. EXPRESS STEAMSHIPS

Old Dominion Line

leave pier 26, North River, foot of Beach st., New York, every week-day, at 3 p. m., arriving at Old Point following morning. Steamer for Washington leaves same evening.

Through tickets returning from Washington by rail or water.

OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.
Freight and passenger steamers sall from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON. Sailing Saturdays, 939 A. M. Pier 15, N. R. St. Faul May 14 | St. Louis May 2 Philadelphia May 21 | Germanic June ATLANTIC TRANSPORT LINE.

RED STAR LINE.

NEW YORK-ANTWERP-PARIS.
Salling Saturdays, 10:30 A. M. Pier 14, N. R.
(roonland. May 14 | Finiand. May 28
eeland. May 21 | Vaderland. June 4 WHITE STAR LINE.

NEW YORK-QUEENSTOWN-LIVERPOOL.
Sailing Wednesdays and Fridays, Pler 48, N. R.
ledric...May 18, 7 A.M. | Oceanic...June 1, 8 A.M.
lajestic..May 25, 10 A.M. | Teutonic..June 8, 10 A.M.
trabic...May 27, 4 P.M. | Celtic...June 10, 3 P.M.
NEW SERVICES FROM BOSTON.
Fast Twin-Screw Steamers
of 11,400 to 15,000 tons.
BOSTON DIRECT, TO THE

Hamburg-American.

Semi-weekly Twin-Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG
THE GREAT OCEAN FLYER, S. S. Deutschland 6861₂ ft. long = 231₂ knots average speed.
Salls June 9, July 7, Aug. 4.
Pennsylv'a, May 14,4 PM Belgravia... May 28,4 PM
Patricla... May 21, 10 AM * 'Moltke... June 2,10 AM
Palatia... May 25, 2 PM Pretoria... June 4, 930 AM
* 'Bluecher, May 26,3 PM * 'Deuts land... June 9, 2 PM
* Grillroom and 'Gymnasium on board.

Mediterranean Service New York-Naples-Genoa. By Superb New Twin-Screw Steamers-First Cabin, \$60 and \$75, Upward.

PLYMOUTH-CHERBOURG-BREMEN. K. Wm. 11. May 17, 7 AM | K. Wm. 11. June 14, 6 AM Kalser ... May 24, 10 AM | Kalser ... June 21, 10 AM | Kronprinz. May 31, 7 AM | Kronprinz. June 28, 6 AM OLLRICHS & CO., 5 BROADWAY, N. Y.

CUNARD LINE

EUROPE

ST. LOUIS Bi-weekly trips arranged, covering all expenses
DECORATION DAY Outings of three days to popular resorts, costing but \$8.25 and upwards, see list. THOS. H. HENDRICKSON TOURS,
343 Fulton St., Brooklyn, N. Y.

ANCHOR LINE.

GLASGOW VIA LONDONDERRY.

Anchorla...May 14, noon | Columbia...May 28, 4 PM |
Furnessia...May 21, noon | Ethiopia...June 4, noon |
First saloon, \$50 and up.
Second saloon, \$35 and up: third class, \$26 and up.
For Illustrated Book of Tours apply to |
HENDERSON BROTHERS. 17 and 19 Broadway. HOLLAND-AMERICA LINE

New Twin Screw Steamers of 12,500 Tons.
NEW YORK ROTTERDAM via BOULOGNE.
Sailing Tuesdays at 10 A. M.
Rotterdam. May 17 Statendam. June 7
Ryndam. May 24 Poisdam. June 17
Ryndam. May 31 Rotterdam. June 21
Holland-America Line. 39 B'way, N. Y.

PROPOSALS.

PROPOSALS FOR CAVALRY HORSES—Platts-burgh Biss. N. Y. April 27th. 1904—Sealed proposals for furnishing and delivering at Platts-burgh, N. Y., or other prominent R. R., point, twelve cavairy horses, will be received here until 12 M., May 17th. 1904, and then opened. The U. S. reserves right to reject any or all blds. Information furnished on application. Envelopes containing blds should be endorsed "Proposals for Cavairy horses," and addressed "QUARTER-MASTER Plattsburgh Biss. N. Y."

FORT MYER, VA., May 11, 1994—Sealed proposals, in triplicate, for a New 50,000 Gallon Tank and for Strengthening the Present Platform by Three Double 10 Inch I Beams, will be received until 10 A, M., June 14, 1994, and then publicly opened. The right is reserved to reject any proposal or part thereof. Information furnished upon application. Envelopes coulating proposals should be marked "Proposals for New 50,000 Gallon Tank," and addressed to Captain G. C. BARNHARDT, Quartermaster.

FORT MYER, Va., May 14, 1904—Sealed proposals, in triplicate, for a Brick Addition to Band Barrack and for a Frame Wagon Shed will be received until 10 A. M., June 14, 1904, and then publicly opened. The right is reserved to reject any proposal or part thereof. Information furnished upon application. Envelopes containing proposals should be marked "Proposals for Eulidings," and addressed to Captain G. C. BARN-HARDT, Quartermaster.

OFFICE OF THE COMMISSIONERS, D. C. Washington, May 14, 1904—Sealed proposals will be received at this office until 12 o'clock M., June 4, 1904, for constructing a portion of the Sewage Disposal System Outfall sewer in the District of Columbia. Forms, specifications and necessary information may be obtained at this office. HENRY B. F. MACPARLAND, HENRY L. WEST, JOHN BIDDLE, Commissioners, D. C.

FORTs HANCOCK, N. J., May 12, 1904—Sealed proposals for construction, wiring, plumbing and steam heating Post Exchange Building here will be received until 2 P. M., May 27, 1904. Information furnished on application. U. S. reserves right to accept or reject any or all proposals. English to accept or reject any or all proposals. English to accept or reject any or all proposals. Exchange, addressed ABE, S. BICKHAM, Q. M.

RAILROADS.

ENFORMATION

Washington Pennsylvania STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

IF The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station except where otherwise noted.

7:55 A. M. FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louis

7:55 A. M. FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.

9:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cieveland, Toledo, and Detroit.

1:55 P. M. CHICAGO AND ST.LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis. Chicago, St. Louis. Dining Car.

4:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago Toledo, and Cleveland. Dining Car.

5:55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).

1:55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

1:55 P. M. PACIFIC EXPRESS.—For Pittsburg, Toledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

8:25 P. M. CHEVELAND AND CINCINNATI EXPRESS.—For Pittsburg. Checkend. Cincinnati, Indianapolis, and St. Louis.

9:55 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg. Dining Car.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

7:55, 8:25, *9:25, *10:10 (Desbrosses and Cortlandt Streets 10:20), *10:55 a. m., *12:55, 2:10 (Desbrosses and Cortlandt Streets 2:20), (3:25, "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25, *4:55 (Desbrosses and Cortlandt Streets 5:10), 9:25 p. m., 12:30 night. Sunday, 8:25, *9:25, *10:35 a. m., *12:55 (3:25, "Congressional Limited," all Parlor and Dining Cars), *3:25, *4:25, *4:55 (Desbrosses and Cortlandt Streets 5:15), 9:25 p. m., 12:10 night.

SOUTHERN RAILWAY.—Express, 12:55, 3:25, 4:25 SOUTHERN RAILWAY,—Express, 12:55, 3:25, 4:25 p. m., 12:10 night daily.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis and New Oricans, 3:25 p. m. daily.

CHESAPEAKE AND OHIO RAILWAY.—7:55 a. m. week-days and 4:55 p. m. daily.

FOR OLD POINT COMPORT AND NORFOLK.—7:55 a. m. week-days and 8:25 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trains. Buffet Parior Cars and Standard Coaches on week-days. Parior Smoking Car, Parior Cars Dining Car and Standard Coaches on week-days. Parior Smoking Car, Parior Cars Dining Car and Standard Coaches on Sundays, Vestibuted Cars.

Cars, Dining Car and Standard Coaches on Sundays,
CAPE MAY.—12:55 p. m. week days.
LONG BRANCH. ASBURY PARK (Interlaken
Sundays), Ocean Grove and Point Pleasant
(from West Twenty-third Street Station), 8:35
a. m., 12:25, 8:25, 4:19 and 4:55 p. m. week-days.
Sundays, 9:25 a. m. and 4:55 p. m. From
Desbrosses and Cortlandt Streets, 8:30, 9:00
a. m., 12:30, 3:40, 4:20 and 5:10 p. m. week-days.
Sundays, 9:45 a. m., 5:00 p. m. FOR PHILADELPHIA.

FOR PHILADELPHIA.

6:05, 7:25, *7:55, 8:25, 8:55, *9:25 (9:55 St. Louis Limited), *10:10 (Desbrosses and Cortlandt streets, 10:20), *10:25 (Penna. Limited), *10:55, 11:55 a. m. *12:55, *1:55, 2:10 (Desbrosses and Cortlandt streets, 2:20), 2:55, *3:25, 3:55, 4:25, *4:55 (4:55 Chicago Limited for North Philadelphia only), *5:55, 6:56, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), p. m. 12:10 night, week-days, Sundays, 6:06, *7:55, 8:25, 9:25 (9:55 St. Louis Limited, 9:56, (*10:25 Penna. Limited), *10:55 a. m., *12:55, *1:55, *3:25, 3:25, *4:25 (*4:55 Chicago Limited for North Philadelphia only), *4:55, *5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), *4:55, *5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), *4:55, *5:55, 7:55, 8:25, 9:25 (9:55 for North Philadelphia only), p. m., 12:10 night. *Dining car.

Ticket offices: Nos. 461, 1354, 113 and 261 Broadway; 182 Fifth avenue (below 23d st.); 263 Fifth avenue (corner 20th st.); 1 Astor House and stations named above; Brooklyn: 4 Court street, 890 Fulton street; 390 Broadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone *343 Chelsea* for Pennsylvania Railroad Cab Service.

W. W. ATTERBURY, GEO. W. BOYD.

General Passenger Agent.

Lackawanna Railroad.

Leave New York, foot Barclay and Christopher Sta. 18:00 A. M.—For Binghamton and Syracuse. 10:00 A. M.—For Buffalo, Chicago and St. Louis. 11:40 P. M.—For Buffalo and Chicago. 14:00 P. M.—For Scranton and Plymouth. 16:10 A. M.—For Buffalo and Chicago. 18:45 P. M.—For Buffalo and Chicago. 18:45 P. M.—For Litica. Oswego. Ithaca, Buffalo. 19:00 A. M.—For Chicago—Sleepers open at 9 P. M. Tickets, 149, 429, 1183, 1434 Broadway, N. Y.; 339 Fulton st., Brooklyn. *Daily, †Except Sunday.

STEAMBOATS.

ENFORMATION at the SUN Branch Offices, 1993 Broadway, 241 West 125th St., Manhattan; 312 Washington St. and 341 Fulton St., Brooklyn, or by writing to THE SUN INFORMATION BUREAU, Room 317, Temple Court, New York City.

HUDSON RIVER BY DAYLIGHT.

FIRST TRIP MAY 16TH.
MORNING BOAT for WEST POINT,
NEWBURG and POUGHKEEPSIE. NEWBURG and POUGHKEEPSIE.

Hudson River Steamer MARY POWELL.
Commencing Monday, May 16th. Dally (Sundays excepted), Leaving New York, Desbrosses St. 8:40 A. M., West 22nd St., 9:00. 129th St., 9:20, Yonkers, 9:45, Landing at West Point, Newburgh, and Poughkeepsle. Returning due 22d St., 5:30 P. M. Morning and Afternoon concerts. On and after May 28th Mary Powell will resume her regular rough, leaving New York 3:15 P. M. Saturdays 1:45

BAY LINE STEAMERS "NEW YORK" and "ALBANY" commence regular trips May 27th from New York, May 28th from Albany.

BOSTON AND POINTS IN NEW ENGLAND. NEW ENGLAND.

FALL RIVER LINE, via Newport and Fall River.
Leave Pier 19, N. R., foot of Warren St., week days
and Sundays at 5:30 P. M. Steamers PRISCILLA
and PLYMOUTH. Orchestra on each.
NORWICH LINE, via New London. Leave Pier
40, N. R., foot Clarkson St., week days only at
5:30 P. M. Steamers CHESTER W. CHAPIN and
CITY OF WORCESTER.
NEW HAVEN LINE for New Haven, Hartford,
Springfield and the North. Leave Pier 40, N. R.,
foot of Clarkson St., week days only at 4:30 P. M.
Steamer RICHARD PECK.

PEOPLES LINE NEW YORK-ALBANY.

Str. Adirondack and Dean Bichmond
ALTERNATING DAILY, EXCEPT SUNDAY.
New Steel Steamer C. W. MORSE, first trip,
SATURDAY, MAY 28TH.
Steamers sall from Pier 32, N. R., foot of Canal
St., 6 P. M., arriving at Albany in time for connections North, East and West, Telephone 5800—Spring.
EXCURSION, 52.50.

JOY LINE. PROVIDENCE, \$1.50 EVERY WEEK DAY BOSTON DIRECT. \$2.50 MOST DELIGHTFUL TRIP IN AMERICA! From Pier 35, East River. 'Phone 800 Orchard.

TROY LINE, "SARATOGA" or "CITY OF TROY" leaves West 10th St.
Pler daily, 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany. Catskill, Hudson & Coxsackie Boats

Leave Pier 43, N. R. week-days, 6 P M EXCURSIONS. STEAMER GEN'L SLOCUM.

UP THE HUDSON
TO WEST POINT AND NEWBURGH.
SUNDAY, MAY 157H.
Leaves Battery Landing 9:30 A. M.; West 22nd St.,
10 A. M.; West 129th St., 10:30 A. M.
ROUND TRIP 50c.

FORT HANCOCK, N. J., May 12, 1904—Sealed proposals for plumbing and heating 4 additions to barracks here will be received until 2 P. M., May 27, 1904. Information furnished on application. U. S. reserves right to accept or reject any or all proposals. Envelopes should be marked "Proposals for plumbing and heating," addressed ABE, S. BICKHAM, Captain Q. M. PROPOSALS FOR ORDNANCE SUPPLIES—Sandy Hook Proving Ground, P. O., Fort Hancock, N. J., May 13, 1904—Scaled proposals, in triplicate, will be received until 10 Å. M., JUNE 13, 1904, for furnishing hardware, lumber, forage, fuels, oils, etc., during the year ending June 30, 1905. Information furnished on application. It. Col. CHAS. S. SMITH, Comdg.

INVESTIGATIONS of a confidential nature, either private or commercial, solicited, legal evidence skilfully secured by experienced, honorable, well-trained men only. THEOBALD INVESTIGATING BUREAU, room 10,037, 1 Madison Av.

RAILROADS. ENFORMATION

AMERICA'S GREATEST RAILROAD."

NEWYORK & HUDSON RIVER R. C.

THE SIX-TRACK TRUNK LINE.

Via Niagara Falis.

Trains arrive and depart from Grand Central Station, 42d street, New York, as below:

North and west bound trains, except those leaving at 8:30, 11:30 A. M., 245, 3:30, 11:30 P. M., will stop at 125th street to receive passengers ten misutes after leaving Grand Central Station. 126th street to receive passengers ten miniter leaving Grand Central Station.

A. M.—*MIDNIGHT EXPRESS.—Due Albany 5:53 A. M., Troy 6:40 A. M. A. M.—*SYRACUSE LOCAL.—Stope as all important stations.

A. M.—*EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo, 4:45, Niagara Falis 5:35 P. M. A. M.—*FAST MAIL.—24 hours to Chicaga. Due Buffalo, 7:10, Niagara Falis 8:07.

A. M.—*FAST MAIL.—24 hours to Chicaga. Due Boochester 11:10 P. M. A. M.—*LOCAL EXPRESS.—For Albany and Troy. Local stops. Due Rochester 11:10 P. M. A. M.—*BUFFALO LIMITED.—Due Buffalo 11:30 P. M. Niagara Falis 11:35 P. M.—P. M.—*SOUTHWESTERN LIMITED.—Due Clacinnati 10:30, Indianapolis 11:30 A. M., St. Louis 6:45 P. M. next day. P. M.—*CHICAGO LIMITED—24 hours to Chicago, via Michigan Central and Lake Shore Railroads.
P. M.—*The 20th CENTURY LIMITED.—20-hour train to Chicago, via Lake Shore. Electric light and fans.
P. M.—*ALBANY AND TROY FLYER.—Due Albany 6:40, Troy 7:35 P. M.—*Due Albany 6:40, Troy 7 12.10 7.54 8.45 10.30 11.30 12.50 1.00 1.00 3.40 P. M.—ALBANY EXPRESS.—Local stops.
P. M.— DETROIT, GRAND RAPIDS and CHICAGO SPECIAL.—24 hours to Chicago via Michigan Central.
P. M.—*LAKE SHORE LIMITED.—2314-hour train to Chicago. All Pullman cars. Due Cleveland 7:05 A. M., Chichnaul 1:29, Indianapolis 3:10, Chicago 4:00, St. Louis 9:45 P. M. next day.
P. M.—*WESTERN EXPRESS.—28 hours to Chicago, via both L. S. and M. C.
P. M.—*MONTEEAL EXPRESS.—VIA D. & H. or Rutland.
P. M.—*ADIRONDACK AND MONTEBAL.
EXPRESS. 4.00 5.30 6.00 7.00

9.20 P. M .- PACIFIC EXPRESS -- Chicago & 9.30 P. M.— PACIFIC EXPRESS.—Chicago & hours by M. C., 35 hours by L. S.
11.30 P. M.— CHICAGO THEATRE TRAIN.—Watertown, Ogdensburg, Buffalo, Detroit. Chicago and St. Louis.

*Daily 'Except Sunday, 'Except Monday, HARLEN DIVISION.

9:06 A. M. and 3:35 P. M. daily except Sunday to Pittsfield and North Adams, Sundays at 9:20 A. M. Pullman cars on all through trains. Trains illuminated with Pinisch light.

Ticket offices at 149, 415 and 1216 Broadway, Problem of the Communication of the Comm 9.30

P. M.—'ADIRONDACK AND MONTREAL EXPRESS. P. M.—'BUFFALO AND TORONTO SPECIAL. P. M.—'SOUTHWESTERN SPECIAL

7.30

WEST SHORE R. R. (New York Central & Hudson River R. R., Lessee, Trains leave Franklin St. Statlon, New York, as follows, and 15 min, later foot West 42d st., N. R.: 7700 A.M.—For intermediate points to Albany. 11:20 A.M.—(I) Hudson and Mohawk Express. 12:00 P.M.—Chago Express. 12:25 P.M.—Cont. Lim. for Detroit, Chl. & St. Louis. 13:45 P.M.—(2) For Hudson River points & Albany. 16:00 P.M.—For Roch., Buffalo, Clevel'd & Chicago. 18:00 P.M.—For Roch., Buffalo, Detroit & St. Louis. 19:15 P.M.—For Syra., floch, Niag. Falls, Det. & Chicago. 19:00 P.M.—For Syra., floch, Niag. Falls, Det. & Chicago. 19:10 P.M.—For Syra., floch, Niag. Falls, Det. & Chicago. 19:10 P.M.—For Syra., floch and y. Leave Brookyprannex (I) at 10:45 A. M., (2) at 12:45 P. M. Leave Jersey City, Penna, R. R. Sta. (I) at 11:20 A. M. (2) at 13:35 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or real-dence by Westcott Express.

A. H. SMITH, C. E. LAMBERT, Gen'l Manager. Gen'l Pass'r Agent.

New York and Boston All Rail

N. Y. N. H. & H. R. R. and connections
From Grand Central Station
Leave.
By way of
18:00 A.M. Hartford and Willimantic.
10:00 A.M. Tivew London and Providence. 3:00 P.M.
10:00 A.M. Tivew London and Providence. 3:00 P.M.
10:00 A.M. New London and Providence. 3:00 P.M.
10:00 M. Springfield and Worcester.
10:00 M. Springfield and Worcester.
10:00 P.M. Tivew London and Providence. 6:00 P.M.
10:00 P.M. New London and Providence. 6:00 P.M.
10:00 P.M. New London and Providence. 6:00 P.M.
10:00 P.M. Springfield and Willimantic.
10:00 P.M. Springfield and Worcester.
10:00 P.M. Tive London and Providence.
10:00 P.M.

READING SYSTEM. NEW JERSEY CENTRAL R. R.

NEW JERSEY CENTRAL R. R.
Liberty Street and South Ferry (Time from
South Ferry five minutes earlier than shown below)
EASTON, BETHLEHEM, ALLENTOWN AND
MAUCH CHUNK—44,00 '7:15 Easton only)
9:10 A. M., 1:20, 4:40, 5:00 '5:48 Easton only) P. M.
Sundays 2:25 A. M., 1:00, 5:30 P. M.
WILKESBARRE AND SCRANTON—24,00, 9:10
A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—24:00, '9:40 A. M., 21:30
P. M. (6:07 P. M. Sundays), Sundays, 9:40 A. M.
ATIANTIC CITY—9:40 A. M., 1:349 P. M.
VINELAND AND BRIDGETON—124:00 A. M.,
(Z 1:30 P. M.)
LONG BRANCH, ASBURY PARK, OCEAN
GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 21:20,
0:20, 13:00, 12:00, 13:00, 13:00, 13:00, 12:00,
11:00, 15:30, 12:00, 13:00, 13:00, 13:00, 12:00,
11:00, 15:30, 12:00, 13:00, 13:00, 13:00, 14:00, 5:00, 14:00, 5:00, 14:00,
10:30, 11:31 A. M., 11:215 mdt.
24TH AND CHESTNIUT STREETS—41:25, 18:30,
10:30, 11:31 A. M., 11:00, 17:3:40, 5:00, 17:00, 19:25
P. M., 12:15 mdt.
24TH AND CHESTNIUT STREETS—41:25, 18:30,
10:30, 11:45 A. M., 11:00, 17:3:40, 5:00, 17:00, 19:25
P. M., 12:15 mdt.
24TH AND CHESTNIUT STREETS—41:25, 18:30,
10:30, 11:45 A. M., 11:00, 17:3:40, 5:00, 17:00, 19:25
P. M., 12:15 mdt.
24TH AND CHESTNIUT STREETS—41:25, 18:30,
10:30, 11:45 A. M., 11:00, 17:3:40, 5:500, 17:00, 19:25
P. M., 12:15 mdt.
24TH AND CHESTNIUT STREETS—41:25, 18:00, 19:00, 1

P. M., 12:15 mdt.

READING, HARRISBURG, POTTSVILLE
AND WILLIAMSPORT—14:00, 24:25, 18:00, 19:20,
10:00, 11:00 A. M., Reading only, 18:00, 17:20,
12:30 P. M., Reading, Pottsville and Harrisburg
only, 14:00, 15:00 P. M.
SANDY HOOK ROUTE.—Fr. ft. of Rector st., P.
8. Atlantic Hids., Seabright, Monmouth Beh. and
L. Long Branch, 10:00 A. M., 4:30 P. M.
zFrom Liberty Street only, "Dally, together togeth except Sunday,
only, [Via Tamaqua, Naturdays, aExcept Saturdays,
Offices: Liberty St. Ferry, South Ferry, 6 Astor
House, 167, 281, 434, 1300, 1334 Broadway, 182 Fifth
Av., 25 Union Square West, 133 East 125th St., 243
West 125th St., 245 Columbus Av., New York: 4
Court St., 344, 890 Fulton St., Biklyn, 330 B'way,
W'msburg, N. Y. Transfer Co. calls for and checks
baggage to destination.

G. BESI, ER.

Vice-Fres, and Gen. Mgr. Gen. Pass'r Agt.

ROYAL BLUE LINE. ROYAL BLUE LINE.

MEW JERSEY CENTRAL R. R., PHILADELPHIA AND READING RY, and BALTIMORE AND OHIO R. R.

Leave South Ferry. Liberty St. Ferry

"Balto. Washington. '16.25 AM '16.30 AM Buffet
Balto. Washington. '10.25 AM '11.45 AM Diner
Balto. Washington. '11.25 AM '11.45 AM Diner
Balto. Washington. '12.55 PM '13.40 PM Diner
"Royal Limited". '3.35 PM '3.40 PM Diner
"Royal Limited". '3.35 PM '3.40 PM Diner
"Balto. Washington. '6.55 PM '5.90 PM Diner
Balto. Washington. '6.55 PM '5.90 PM Buffet
Balto. Washington. '6.55 PM '5.90 PM Diner
Balto. Washington. '19.15 PM '19.15 R. Sleepers

*Dally. 'Dally, except Sunday. Sunday only.
Offices: Liberty St. Ferry, South Ferry, & Asyo
House, 167, 221, 434, 1300, 1354 Broadway, 182 Fifth
Av., 25 Union Square West, 163 East 123th St., 273
West 125th St., 245 Columbus Av., New York: '4
Court St., 344, 800 Fulton St., Brooklyn: 330 Broadway, Williamsburg. New York Transfer Co. calls for
and checks baggage to destination.

BALTIMORE AND OHIO RAILROAD

LEHICH VALLEY oot of West 23d A. Cortlandt and Desbrosses Sts. B. Daily. + Except Sunday. Sunday changes, 412.45. e8.00. n5.25. x5.45.

Mauch Chunk Local Mauch Chunk Local 76.55 AN 75.50 AE 81.60 AE 81. The Supple of Than 15. The supple of the sup

CLOTHING.

GENTLEMEN'S Clothing to order: \$1.00 weeks; payments. EXCHANGE CLOTHING CO., 253 Broadway, Room 4. (Take elevator.)